

25X1

CLASSIFICATION <u>SECRET</u>		
COUNTRY <u>East Germany</u>	REPORT	
TOPIC <u>1. Cottbus Airfield</u>		
<u>2. Neuhausen Airfield of the Athletic and Technical Association (GST)</u>		25X1
EVALUATION	PLACE OBTAINED	25X1
DATE OF CONTENT		25X1
DATE OBTAINED	DATE PREPARED <u>17 March 1955</u>	25X1
REFERENCES		
PAGES <u>3</u>	ENCLOSURES (NO. & TYPE)	
REMARKS		
This is UNEVALUATED Information		

25X1

1. The following air activity and aircraft were observed at Cottbus airfield between 16 January and 13 February 1955:

16 and 17 January. There was no air activity.

18 January. Several take-offs and landings were made by Yak-11s at irregular intervals. Local individual flights of 8 to 10 minutes duration were made at altitudes of 300 to 400 meters. Two Yak-11s made aerobatics at an altitude of about 1,500 meters.

19 January. Several Yak-11s made local individual flights and stunt flights as on the preceding day. Between 1545 and 1600, 4 Yak-11s approached the field from the east at an altitude of about 500 meters and at intervals of 300 to 400 meters. The aircraft landed individually. All of the aircraft had red propeller hubs

25X1

20 January. Between 0800 and 0930, there was local flying by Yak-11s. Air activity was discontinued at 0930 because of snowfall.

21 January. Several Yak-11s with red propeller hubs practiced local flying. Contrary to previous observations, aircraft on this day instead of their usual flight pattern of circling to the left over the field, were seen circling to the right.

22 January. In addition to the usual local flights, flights were made by elements of 2 Yak-11s. The take-offs and landings were made individually.

23 to 25 January. No air activity was observed.

26 January. Some Yak-11s practiced flying in elements of two. All take-offs and landings were individually made.

27 January. Several Yak-11s practiced local individual flying. Some Yak-11s made aerobatics at an altitude of about 2,000 meters. Sharp banks and 2 or 3 loops were observed.

28 January. Mostly formation by elements of 2 and flights of 3 Yak-11s were observed. The distance between the individual aircraft of some formations was up to 100 meters. Some aircraft flew in close formation with a distance of 1 wing span. Take-offs and landings were all individually made. Other Yak-11s made local flights of 5 to 6 minutes duration at an altitude of about 300 meters. At about 1845, 2 MiG-2s individually took off and headed toward Neuhausen. At about 1930, the 2 aircraft returned to the

SECRET

25X1

-2-

field from the direction of Neuhausen.

29 January. At 0900, several Yak-11s individually took off, assembled in formations of 2, 3 or 4, and practiced formation flying in the vicinity of the field for about 20 minutes duration. After dispersing the formation, all of the aircraft made one local flight circling to the right and then landed individually. At about 1600, there was intensive air activity.

30 and 31 January. No air activity was observed.

1 February. There was intensive air activity in formations of 2 and 4 Yak-11s. Two Yak-11s alternately made aerobatics, including loops, turns and rolls at an altitude of about 1,000 meters. All take-offs and landings were made individually.

2 to 4 February. Yak-11s again practiced flying in formations of 2, 3 and 4. They took off and landed individually.

5 to 7 February. No air activity was observed.

8 February. About 6 Yak-11s practiced flying individually and in elements of two. The individual flights over the field were made at an altitude of about 300 meters and for 5 to 6 minutes duration. When the first aircraft lifted off the ground, the next aircraft began to take off. After a left bank, the two aircraft assembled in a formation with a distance of one wing span, and flew at an altitude of 300 to 400 meters for about 15 minutes. Then the 2 aircraft landed individually and, after an interval of about 10 minutes, another take-off was made in the same manner. These practices were repeated in the vicinity of the field up to 1600.

9 February. No air activity was observed.

10 February. A total of 22 Yak-11s were counted on the landing field in the following arrangement:

- 6 Yak-11s in front of the hangars
- 12 Yak-11s south of the eastern end of the runway
- 4 Yak-11s were involved in air activity.

An ambulance and tank truck were parked at the take-off point where a man with a red and a black flag was posted. The lifted black flag was the take-off signal while the lifted red flag indicated that take-off and landing were prohibited.

At about 0800, an ATR-2 departed from the field toward Neuhausen. At about 0835, 4 Yak-11s individually took off at irregular intervals and made local flights for 6 to 8 minutes at an altitude of about 300 meters. The landing aircraft rolled for 50 to 80 meters and then took off again. This exercise was repeated by each plane 3 or 4 times. After the landing, a short briefing was held at the take-off point, the crews were exchanged and the same aircraft took off again after 10 minutes. Two-man crews were observed in some aircraft. Flying was practiced until about 1530.

11 February. Between 0900 and 1600, several Yak-11s continuously practiced local individual flying for about 5 minutes and at an altitude of about 300 meters. It was noticed that all local flights were made to the right. The aircraft flew a wide bank before landing and approached the field at low level. This observation was not made during other approach flights.

12 February. Between 0900 and 1600, there was intensive formation flying by Yak-11s. Several flights in formations of 2 and 4, and squadron V-formations of about 10 aircraft were observed. The take-offs and landings were made individually and at intervals of about 1,000 meters. The aircraft assembled while flying a wide left bank. Most of the flights were made in the vicinity of the field, at an altitude of about 400 meters, and for a duration of about 20 minutes. The distance between the individual aircraft of one formation was about 1 wing span. The

25X1

SECRET

SECRET -

25X1

-3-

aircraft mostly practiced 90-degree turns. The leading aircraft banked to the left, the aircraft following also flew to the left while losing altitude then subsequently regained their former height. The speed of all aircraft was slightly reduced. During the afternoon, Yak-11s individually practiced gliding at an angle of about 45 degrees from an altitude of 700 to 800 meters to about 100 meters. Then the aircraft climbed at an angle of 30 to 40 degrees to their former altitude and subsequently made another gliding flight over the field. Each aircraft repeated the exercise 3 or 4 times before landing.

13 February. No air activity was observed. 1

2. Neuhausen airfield of the Athletic and Technical Association (GST)

The 3-month training courses for professional functionaries of the GST that were scheduled to be held at the central schools in Trebbin, Laucha, Martin and Ballenstedt were called off. Instead, only short air training courses and mostly political indoctrination courses were held for non-professional functionaries. According to the new work schedule of the GST, the 10 best crews of sportsmen were to undergo instruction at Neuhausen at least once per month, usually on Saturdays or Sundays. The sportsmen were divided into training groups and received technical training every second Sunday from 1000 to 1200 and from 1400 to 1800. The glider aircraft for the GST were supplied from Czechoslovakia and Poland. A direct telephone line was laid from Neuhausen airfield to Cottbus airfield. 2

1. Comment. It is believed that two battalions of the Cottbus Aeroclub are still stationed at Cottbus airfield. Since mid-January 1955, there has been more intensive training activity by Yak-11s which made local flights, cross-country flights, formation flights of up to 10 aircraft, aerobatics, gliding approaches at ground targets at an angle of 45 degrees etc. For the first time, 22 Yak-11s were counted at the field. It is assumed that the number of Yak-11 trainers was increased by the repeatedly observed crate shipments which arrived in the Soviet Zone of Germany. It is also possible that the Yak-11s were confused with Yak-18s since the reported aircraft numbers have previously been confirmed as Yak-18 numbers at Cottbus airfield. The employment of ANT-2 aircraft at Neuhausen airfield for parachuting practices by flying personnel has previously been confirmed.

25X1

25X1

2. Comment. A previous report stated that the manufacture of gliders for the GST in the Soviet Zone of Germany had been cancelled. The direct telephone line from Neuhausen airfield to Cottbus airfield is reported for the first time.

25X1

25X1

25X1

25X1

SECRET -